

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
official permission for raising a
Battalion of 1,000 men, which will be
entirely limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
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Hongkong Daily Press.

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No. 1, 1914 號一千九百一十四年一月一初月六年卯乙 HONGKONG, MONDAY, JULY 12TH, 1914. 一拜禮 號二十月七年四國民華中 PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO DEPART.
July 12th. Philippine Islands, Japan via
Nagasaki, Honolulu, United
States, South America and
Canada via San Francisco and
United Kingdom via Canada, at
9.30 a.m., per s.s. NIPPON MARU.
July 13th. Europe via Siberia, at 3 p.m.
per s.s. SIKHANG.
July 15th. Straits, Ceylon, Malacca and
London, at 11 a.m., per s.s.
KAMO MARU.
July 15th. Formosa via Keelung, Shang-
hai, North China, Japan via
Nagasaki, Victoria, B.C.,
Seattle, Wash., and United
Kingdom via Canada, at 1 p.m.,
per s.s. TACOMA MARU.
July 16th. Europe via Siberia, at 3 p.m.
per s.s. YINCHOW.
July 17th. Straits, Burmah, Ceylon, Ade-
laide, Western Australia, India,
Aden, Egypt and Europe, at 11
a.m., per s.s. SARDINIA.
July 17th. Saigon, Straits, Burmah, Cey-
lon, Adelaide, Western Aus-
tralia, India, Aden, Egypt and
Europe, at noon, per s.s.
VILLE DE LA CIOTAT.
July 24th. Saigon, Straits, Burmah, Cey-
lon, Adelaide, Western Aus-
tralia, India, Aden, Egypt and
Europe, at noon, per s.s.
ATLANTIQUE.

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Siam, etc., see the Post Office Notice
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PORTLAND CEMENT.
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Hongkong, 9th December, 1914. [124]

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Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [543]

PEAK TRAMWAY COMPANY.
LIMITED.
TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 10 " "
12.45 p.m. to 1.15 " " 15 " "
1.15 " " 1.45 " " 10 " "
1.45 " " 2.15 " " 15 " "
2.15 " " 2.45 " " 10 " "
2.45 " " 3.15 " " 15 " "
3.15 " " 3.45 " " 10 " "
3.45 " " 4.15 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. to 11.00 p.m.
Every Half-Hour.
1.00 p.m. to 11.45 p.m.
Every Quarter-Hour.
SUNDAYS.
1.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 10 " "
12.00 noon to 1.00 p.m. " " 15 " "
1.00 p.m. to 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 7.00 " " 10 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS on Week Days.
SUNDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
but not for special cars, can be obtained on
application at the Company's Office. No
season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro order represent-
ing Bank Notes.
JOHN D. HUMPHREYS & SON,
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Hongkong, 12th June, 1914. [457]

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers,
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Parsons' Steam Turbines and Turbo-Alternators, &c., &c.
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GRAVING DOCKS AND PATENT SLIP.
Dock No. 1. Dock No. 2. Dock No. 3.
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Width of Entrance on bottom ... 77 " 53 " 88 "
Water on Blocks at Spring Tide ... 2 " 24 " 24 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes.
KOBÉ.
TELEGRAPHIC ADDRESS:—"WADADOCK," KOBÉ.
FLOATING DOCKS.
Lifting Power ... No. 1. 7,000 tons. No. 2. 12,000 tons.
Max. Length of Ship taken in ... 400 feet. " 580 feet.
Max. Breadth of Ship taken in ... 66 " 66 "
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GRAVING DOCK.
Length on Keel Blocks ... 368 feet 0 inch.
Breadth at Entrance on bottom ... 66 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 40 tons weight.
THE NAGASAKI, KOBÉ AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
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Any Orders will be promptly attended to and Estimates sent on application. [506]

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Hongkong, 1st October, 1914. AGENTS. [44]

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FAR EAST AND EUROPE IS STILL VIA THE
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[14]

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STEAMSHIP COMPANIES, ETC.
PRICES AND PARTICULARS FROM—
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ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.
Hongkong, 1st December, 1914. [53]

WM. STEWART & CO.

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5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak (in Logs and
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Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order.
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Hongkong, 2nd May, 1914. [51]

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Every description of repair work undertaken. A large assortment of material
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WAREHOUSE DEPARTMENT:—
99 buildings, principally of brick and steel, containing private bonded warehouses
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GRILL ROOM. [J. H. TAGGART, Manager]

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Telegraphic address: "COMFORT."
[202]

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P. O. FEISTER,
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THIS LARGE and ROOMY HOTEL
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Situated on the Praia Grande facing the sea,
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LARGE and COMFORTABLE DINING
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THE MANAGER,
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Tel. Add. "Phoenix," Macau.
1st February, 1915. [37]

THE VICTORIA HOTEL.

Situated on the British Concession,
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Every information and special
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MOUTRIE'S.

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Hongkong, 23rd June, 1915. [725]

A LING & CO.

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FURNITURE AND PHOTO GOODS STORE.

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Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 4th February, 1915. [516]

ON SALE.

HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1914.

REVIEWED BY THE MEMBERS.

PRICE 85.

DAILY PRESS OFFICE.

Hongkong, 25th February, 1915.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

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A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS.

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THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance,

\$15 per annum. Postage

to any part of

the world.

DUST REPLACES MUD.
SUMMER AT THE FRONT.

[BY EYE-WITNESS.]

June 8th.

During the four days previous to Monday, the 7th inst., the inactivity along our front has been broken only by fighting on a minor scale, which has not affected the situation in any way.

On the early morning of Thursday, the 3rd, the enemy fired a couple of mines in front of Quinchy, on the Bethune-La Bassée Road. One charge was entirely ineffective and did no harm whatever to our defences or troops; the other blew up about 30 yards of one of our trenches and inflicted a few casualties. It was a sporadic effort on the part of the Germans, not followed up by any infantry attack, and the damage done to our defences was soon repaired. During the day our anti-aircraft guns scored a hit on an hostile aeroplane, which came down close behind the German front line.

That night, on the section of front gained by us by the operation which started on May 16th, in the neighbourhood of Givenchy, we attacked and captured some 200 yards' length of the German front line, taking 48 prisoners. At dawn on Friday morning the enemy counter-attacked in force, and our infantry withdrew to its original line. The prisoners were mostly men who had recently come up to join the 56th Regiment and were not of high class.

In the Ypres region there was also fighting during the night round Hooge, where we regained and held some of the outbuildings of the chateau. The chateau itself, which now consists merely of heaps of bricks, remains in the hands of the Germans. The scale of the action of the last few days around Hooge has been much exaggerated in the German reports, for comparatively few men have been engaged on either side. Friday was a quiet day all along our front.

Saturday was marked by the explosion by us of a mine under the German line facing "Pigeon- Wood." "Pig Street" of the trench were blown into a shapeless mass, but the extent of the losses caused is not known. The Germans, with the unreasoning desire for immediate and local retaliation which they so often show, then indulged in a pointless shelling of our defences and the wood. From this it may be gathered that the explosion of the mine did more damage than could be seen. Sunday was again a quiet day all along our line.

During these four days the weather has been fine and hot, with a variable breeze; and the change in the landscape, now that the country has assumed its summer garb, is remarkable. In the bright sunshine, and under a blue sky, even the flattest, and up till now the dreariest, parts of the ground held by us are now smiling. The meadows are deep in high grass; instead of mud, and are ablaze with wild flowers, and what was bare plough land is now covered with wheat or other grain over 3ft. high, or beet. The hedgerows along the roads are, unluckily, already turning to a grey-white, owing to the dust raised by the frequent motor-cars and processions of lorries on the broken surface of the roads. Though weeks ago the sight of the first spiral of dust that eddied towards us was a relief after months of slippery mud, the blinding white clouds that now mark all the roads cause some regret for the damp of winter.

GERMAN INCENDIARY RIFLE AMMUNITION. Apropos of the incident, already reported, which occurred on May 10th of the clothes of two British soldiers lying between the lines having been set alight by the fire according to an unconfirmed report the Germans near Souchez are now using incendiary rifle ammunition. The bullets are said to be filled with sulphur, which ignites on discharge and continue to burn during flight, thus increasing the severity of any wound caused.

STORY OF SEVEN SEAMEN
36-DAY CAMEL RIDE AFTER SHIP- WRECK.

After abandoning their ship, through her springing a leak, after a 200-mile run in open boats before the wind, after being fired on by Arabs on the coast of the Gulf of Sidra (Tripoli) and robbed, and after a thirty-six days' ride on camels across the Somali territory to Solloum, Captain McIntyre, of the steamer *Niggen*, and six of his crew recently arrived at Alexandria.

The *Niggen* with her crew of sixteen, says Reuters, was bound for Barcelona with a cargo of cotton and left Alexandria on December 21st. Almost immediately she sprang a leak, which was with difficulty stopped, but on Christmas Day it began again and choked pumps meant that she was lost.

The crew took to two boats, one of which contained all the water. In the night they separated and the waterless one decided to make for land. With but a sail they were forced to run 300 miles before the wind till they sighted land in the Gulf of Sidra. As they neared the shore they were fired on. Landing, they asked for water, but did not get it till the captain had been stripped and all his money—£25—taken.

Apparently the money taken was deemed sufficient to warrant the Arabs lending them camels, with which the sailors journeyed to Solloum, the headquarters of the chief of the tribe. There the captain was to be tried as a suspected Italian spy. This accusation arose out of the finding in the captain's papers of an attempted drawing by his boy of a regiment in which two of the captain's other sons are serving.

When they arrived at Solloum after thirty-six days the paper was pronounced harmless, and discovering they were English the chief began to treat them better. Clothesless as they were, he offered a tarboosh (a kind of headgear) and fed them well, after their diet of ground millet and water. Soon they were handed over to Major White, in charge of the Egyptian frontier station at Solloum, and reached Alexandria. Nothing has been heard of the other boat.

WAR NEWS.
WAR BEFORE CHURCH.

The following resolution has been passed by the Bishop of London's Ordination Candidates' Council:—
"That no application on behalf of any candidate be considered unless the candidate proves to the satisfaction of the Council that he is unable to serve for the war."

THE PRINCE OF WALES.

A SOLDIER'S TRIBUTE.

"I must tell you about the Prince, who is here with us," writes Private A. Butler, 2nd Coldstream Guards, writing to friends at Penarth, Cardiff. "I can assure you and all Welsh people he is as brave as a hero. Only last night he passed me when German shells were coming over. You can take it from me that he is not only the Prince of Wales but a soldier and a man, and we are all proud of him. He is not very big, but he has got a bigger heart than a lot who are hanging back in Great Britain. I hope, please God, he will come back safe and sound without a scratch."

GERMAN DEBTORS.

HOW BRITISH TRADERS ARE TO GET THEIR MONEY.

The Board of Trade, answering the Employers' Parliamentary Association on the question of debts in Germany owing to British traders, states that they understand when peace is declared that debts due will be recoverable in the usual way. Property in Germany confiscated will, however, probably be irrecoverable. The Board of Trade, though they cannot foresee the terms of the peace treaty, say that it may be hoped possible to provide for the payment of due compensation by the German Government to all who can prove loss. Claims against the German Government should be made to the Foreign Office, where a record is being kept.

25s. A WEEK PENSIONS.

NEW SCALES FOR WAR WIDOWS AND DISABLED SOLDIERS.

New scales of disability pensions for soldiers and pensions for widows and children of soldiers are given in the Army Orders issued at the end of May. These embody a number of recommendations made by the Select Committee on Pensions in February last, and, for instance, a pension of 25s. a week to disabled privates and pensions of 10s., 12s., 14s., and 15s. to widows, according to age.

The following are rates of pension for totally incapacitated soldiers:—
Warrant Officer, Class I. 40s.
Warrant Officer, Class II. 35s.
Non-commissioned Officer, Class I. 35s.
Non-commissioned Officer, Class II. 31s.
Non-commissioned Officer, Class III. 28s.
Non-commissioned Officer, Class IV. 24s.
Privates, etc., Class V. 20s.
The scale of pensions to widows of privates is as follows: Under 55 years of age, 10s. weekly; age 55 and under 45, 12s. 6d.; age 45 and over, 15s. For widows of non-commissioned officers of Class I, the rates are 12s., 14s., 16s., and 17s.

BOGUS HOSPITAL SHIP.

"OPHELIA" A LAWFUL WAR PRIZE.

The German ship *Ophelia*, which was arrested by a British warship in the belief that under the guise of a hospital ship she was carrying out scouting duties in the North Sea for the Germans, has been condemned as a lawful prize of war. That was the decision in effect of the President of the Prize Court, Sir Samuel Evans, who delivered a considered judgment.

About October 6th, the president pointed out, it was known that a German hospital ship had been sunk in the North Sea. The *Ophelia* on October 8th saw a German war vessel, but did not seek any information about the sunken destroyer. She did not arrive near the scene until forty-eight hours after the event. No explanation has been given of such lamentable conduct if she was a hospital ship.

On the same day a British submarine sighted the *Ophelia*. The latter ran away and succeeded in getting off. A real German hospital ship had nothing to fear from a British submarine.

The *Ophelia* carried a great number of lights—600 green, 480 red, and 140 white—and also some rockets of unusual strength for signalling purposes. She had forfeited all the rights of a hospital ship. The German claims to the *Ophelia* were given leave to appeal and ordered to pay £350 as security for costs of the appeal.

NEUTRALS FEED GERMANY.

HOW GERMAN-AMERICANS EVADE OUR BLOCKADE.

Statistics published in New York at the end of May show the enormous growth of American exports to Scandinavia and Holland. In some cases the amounts exported in March are tenfold those for March last year. It is certain that Germany is importing supplies of all kinds from Scandinavia. Lübeck (Baltic) and Sweden (Baltic) are now the greatest ports in Germany.

The *New York Tribune* publishes a statement giving the names of Germans who have organised a regular service of goods in neutral ships destined for Germany. The scheme was temporarily stopped by the refusal of American agents, following the *Lusitania* disaster, to associate themselves with it.

According to the *Tribune* the Germans boast that 100 shiploads of foodstuffs recently passed safely to Scandinavia, where they were transhipped to Germany. Malmö (Sweden) was the destination of most of the cargoes, which go thence to Swinemünde (the output of Stettin).

The German scheme, as described by the *Tribune*, is conducted on the principle that if the goods are American-owned and assigned to a neutral port the French and British will let them alone. It is even suggested that the Germans succeed in sending quantities of goods intended for Germany to Scandinavia in British ships.

WHAT "HIGH EXPLOSIVE" IS.

The shell question for our Army in France concerns the supply—not of shrapnel but of shells containing high explosives. These high explosive shells are strong steel cases with a fuse, usually placed in the base. The charge employed may be either lyddite—which is a preparation of picric acid—or trinitrotoluol.

The metal in the shell is fairly thick. The explosion is very violent and has a thoroughly destructive effect upon anything near the point where the shell explodes—concrete, walls, entanglements, steel shields for the trenches or for guns. The French and Germans use these shells to prepare the way for assaults on hostile trenches, demolishing with them all obstacles.

Shrapnel are quite different projectiles, and are serviceable against infantry in the open or lightly entrenched. They are thin steel cases containing a very small charge of low or moderate power explosive which opens the cases and liberates a large number of bullets in them. These cover an oval area as they scatter and kill unprotected men. Shrapnel are useless against fortified positions—strongly built houses, or deep and well-planned entrenchments.

NIGHTINGALES AND SHELLS.

ARMED RABBIT WARREN AT THE FRONT.

[An officer of a cavalry regiment doing duty in the trenches writes.]
Just returned from a very nasty ten days in the trenches, on rather just behind the front line, which means one gets all the shelling, and as the particular bit of country we were in could be shelled all over from three different directions you can imagine one got a bit bewildered at times to know how to dig oneself in and get any cover. It finally resolved itself into digging little pits 6ft. by 3ft. in depth into the ground, covering them over as best one could, and lying there till a shell either did or luckily did not pitch into you. Of course, during the day one could not stir owing to the aeroplanes, though I see by the papers that we've driven them from the air!

At night we creep out like rabbits and dig most trenches or else stretch ourselves, with both ears wagging for the sound of shells, not that there was any lack of it, but one gets to know what sound means a dive for it at once and what is going to pass one overhead! If the Germans are short of ammunition at present (vide papers again) Heaven help us when the stock is replenished, as the amount of "old iron" they fling about day and night is something beyond belief, and when an attack is in progress it's a perfect inferno.

After this rabbits' life I really don't think I shall dare to go at the unfortunate bunny again; one realises his life's "amusement" so thoroughly! Do wish I could write well, as a good description of that country would be wonderful. The whole place is one mass of shell holes of every sort and size, not a cottage or shed that hasn't been smashed by some brand of shell, and the remains of last year's crops all sprouting up with weeds. Not a sign of a living soul, although the place is full of troops and guns, but everyone is underground or hidden, and on looking at this "Garden of Eden" through glasses one suddenly sees a figure or two appear from nowhere, walk a few yards, and then disappear again. It's just an enormous warren.

LONGSOME LIVES TOOK.
We moved to another spot about three miles away after four days, and there the few remaining inhabitants had left in some hurry, leaving everything behind. Cattle were wandering about in a dazed sort of way till a shell eventually got them. One poor little calf used to wander round our dug-outs and eat soaked biscuits from the men's hands, and two little terriers and a goat followed anyone about who was above ground, as though they were terrified of being left alone. We were quite close to a little wood, which was simply plastered with nightingales used to get going as though there was no noise within miles.

We got treated to a gas attack before leaving; luckily the front line stood like heroes, but a lot of infantry came staggering back through a perfect hell of shell fire, choking from these damnable fumes. We saw it coming in the distance, so we had time to wet our handkerchiefs, but it's a horrid smell.

Enough of horrors, as we're back in billets for a day or so, and can barely hear the guns. Fancy our casualties have been heavy, but one battalion told us they are sick of killing these fellows, who came on at them in droves! (Only hope it's true.) The Canadians, so rumour, and a very strong rumour, too, has it, found one of their Sergeant-Majors crucified to a door.

SHANGHAI TRADE.

MARKET REPORT SAYS:—

The week has been a quiet one, and clearances a good deal interfered with by the heavy rain throughout the Yangtze Valley. There is, however, an increasing interest in purchases from stock now being evinced by several interior points, for clearance during this and next month, and a shortage of supplies is being felt in a number of different descriptions of goods.

Replacing values are, however, very strong, and the declining tendency of exchange has rendered the gap between sale values and importation prices too wide in most instances to be bridged. Owing to the large war loan now being floated in London, dealer gold, as reflected in the considerable rise in the discount rates that has taken place recently, has had a depressing effect on silver, although statistically the position of the latter metal is a strong one owing to the falling off of supplies from Mexico. A further item of interest, for which we are indebted to Messrs. Pilsley & Abell's circular of the 27th May, is that the important supply of silver from the Cobalt mines, constituting as it does nearly one-eighth of the world's production of silver, is beginning to show a marked decrease, having fallen off 3,700,000 ounces in 1914 upon a production of 25,941,000 ounces, while this year's figures are expected to show a further decrease.

INTIMATIONS

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS.

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

[15]

G. R. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738]

IF YOU SHAVE WITH
A SAFETY RAZOR
SAVE YOUR OLD
BLADES.

75 Cts. We can re-sharpen their usefulness per re-sharpen them and make them Dozen. like new.

WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 24th June, 1915. [687]

KEROSENE.

WHAT Oil do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradore. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in tins without case. Price for 2 tins, \$3.50.

KUI YICK & Co.

73, Queen's Road West.

Hongkong, 7th June, 1915. [726]

THE DEMON DEFIED.

The demon Rheumatism can no longer hold you in thrall of terror, pain and misery. No more sleepless nights and days of agony. For between you and your tormentor is raised the protecting shield of LITTLE'S ORIENTAL BALM. It defies Rheumatism. It casts it out of the body and bids it return no more. For this marvellous Balm has such power over pain that even crippled, weak and helpless victims are brought back to the full enjoyment of supple, strong, pain-free muscles. Do not delay. Go to the nearest Chemist or Medicine Vendor TODAY and get a bottle of Little's Oriental Balm. Sold at 1s. 4d. per bottle.

Agents for Hongkong:—
Messrs. A. S. Watson & Co., Ltd. [414-21]

Oh, I say! MONTERRAT Lime

Juice is the drink in hot weather. Order

a few bottles from your storekeeper to-

day. Say "MONTERRAT" firmly.

[349-5]

Figure 1

Forrest by 3 up and 2 to play.

THE WAR.

GERMANY AND AMERICA.

A CRISIS REACHED.

BRITISH EXTEND GAINS.

GENERAL BOTHA'S ACHIEVEMENT.

SUCCESS OF WAR LOAN.

COMPULSORY SERVICE COMING.

GENERAL.

[BRITISH FOREIGN OFFICE CABLE.]

GENERAL BOTHA'S SUCCESS.

LONDON, July 10th.

The Governor-General of the Union of South Africa telegraphs to the Secretary of State for the Colonies that on 9th July the following was officially communicated:

From Defence Headquarters, Pretoria, July 9th, 2 a.m. General Botha accepted Governor Botha's surrender of all German forces in South-West Africa.

Hostilities have ceased and the campaign has thus been brought to a successful conclusion.

Practically the whole of the citizen forces will be brought back to the Union as quickly as available transport facilities permit.

[THROUGH REUTER'S AGENCY.]

CONQUERED ENEMY IN SOUTH-WEST AFRICA.

PRETORIA, July 10th.

The German force which has surrendered in South-West Africa was composed of 204 officers and 3,166 men, with 37 field-guns and 22 machine-guns.

GERMANS COMPLETELY OUT-GENERALLED.

General Botha's great triumph, after immense fatigues and privations, is hailed with the utmost satisfaction. The Germans were completely out-generated, out-maneuvred, and outwitted.

UNION TROOPS' INCESSANT MARCHING.

The heartiest congratulations have been sent to General Botha, who attributes the final envelopment of the enemy to incessant marching day and night of great distances, at great speed, and without water. He pays a fine tribute to his gallant troops.

CONGRATULATIONS ON HIS ACHIEVEMENT.

LONDON, July 11th.

Mr. Bonar Law has cabled Sir Charles Buxton congratulations on General Botha's brilliant generalship, and also on the bravery of the troops.

PRETORIA, July 11th.

Lord Kitchener, cabling congratulations to Sir Louis Botha, says:—"We warmly welcome you and the South Africans who join us."

GENERAL BOTHA'S REPORT.

PRETORIA, July 11th.

General Botha reports that the combined work, under difficult conditions, resulting in the surrender of the Germans reflects the greatest credit on all Staffs. He also says that the mounted-brigades participating were principally drawn from the Transvaal and the Orange Free State, while the marches of the infantry rank high among military achievements.

General Lukin was entrusted with the taking and surrender of the Germans.

One mounted and one infantry Brigade remain temporarily at Otavi to take charge of the prisoners and material. The German active officers retain their arms but give their parole and choose a place of abode. The active troops will be interred, retaining their rifles but no ammunition. The Reservists give up their arms, sign a parole and return to their homes. All the war material will be surrendered to the Union.

[THROUGH REUTER'S AGENCY.]

NEWSPAPER PRAISE.

LONDON, July 11th.

The newspapers give prominence to General Botha's achievement. Articles by military experts exhaustively describe the formidable nature of the German preparations, the difficulties of the country, and the organization of the Union Forces which had hitherto been imperfectly appreciated here owing, apparently, to the effortless rapidity of the victory. They also pay a tribute to General Botha's brilliant Lieutenants, and especially Smuts, bracketing the two soldier Statesmen.

COMPULSION COMING.

LORD KITCHENER ANNOUNCES HIS INTENTION.

LONDON, July 9th.

Lord Kitchener, speaking at the Guildhall, said that their thoughts naturally turned to the splendid efforts of the Dominions, and of India who from the earliest days of the war had ranged themselves alongside Britain. The armed forces of India were the first to take the field.

Adverting to recruiting, he emphasised the splendid response up to the present, but said he had now to make another demand on the manhood of the country.

"We have now happily reached that period when the troops in training can be supplied with arms, material, and accommodation to make them efficient soldiers. It is clearly inexpedient to shout abroad the numbers required. But I might intimate my intention to endeavour to secure through the Register Bill the services of all who for good or indifferent reasons have hitherto held back.

"The solemn hour is now striking. Let us take heed of the great opportunity offered."

Mr. Churchill, in a brief, stirring speech, said that every undertaking he had given regarding the work of the Navy had been carried out, and Britannia ruled the waves. (Loud cheers.) He earnestly urged that discord should be allowed to die, and that our hate should be kept for our foe.

ATTEMPTED ASSASSINATION OF SULTAN OF EGYPT.

ALEXANDRIA, July 10th.

As the Sultan was going to prayers yesterday morning a bomb was thrown from a window and fell at the feet of the horses. The bomb, fortunately, did not explode. The criminal escaped. The Sultan performed his devotions and went for his usual drive in the afternoon.

PREMIER AND WAR MINISTER AT THE FRONT.

LONDON, July 9th.

Mr. Asquith and Lord Kitchener, by the invitation of Sir John French, have been at the Front from Tuesday to yesterday. They went everywhere, inspected the troops of all arms, met the King of the Belgians, visited the headquarters of the First and Second Armies, and inspected the Indian Cavalry Corps. Lord Kitchener visited the French troops in the Arras region.

[THROUGH REUTER'S AGENCY.]

GERMAN-AMERICAN CRISIS.

AMERICA TO ASSERT HER RIGHTS.

WASHINGTON, July 11th.

The German-American crisis is acute owing to Germany's unsatisfactory reply. Officials, despite reticence, admit that Germany is endeavouring to evade the whole question, and has wholly ignored the principles for which the United States stands. It is argued that now is the time for the assertion of American rights.

BRITISH WAR LOAN.

HEAVY SUBSCRIPTIONS FROM BANKS.

LONDON, July 9th.

Among the latest contributions to the War Loan are:

London County and Westminster Bank £20,000,000
London City and Midland Bank £21,000,000
Lloyd's Bank £21,000,000
National Bank of India £1,000,000

The last-named Bank also contributes £500,000 on behalf of customers.

SOUND CITY SUPPORT.

LONDON, July 11th.

City estimates already bring up the War Loan to £700,000,000, in large amounts, of which the banks alone subscribe over £200,000,000. There will be some increase before the loan closes tonight, but the bonds and vouchers remain open and will swell the total for some months to come.

LATER.

Large subscriptions have been made to the War Loan, which closed yesterday. The Right Hon. Sir John Simon, in a speech, said that Mr. Lloyd George had assured him that the City's support of the loan had fulfilled his expectations.

QUARRELS IN HIGH PLACES.

REGRETTABLE ANIMOSITIES AND RIVALRIES.

LONDON, July 10th.

Mr. Lloyd George's retort to Lord Haldane is the engaging topic in the Lobby. Members are bewildered, and some are openly taking sides, while others are awaiting information which he is hoped Mr. Asquith will furnish when he is questioned on Monday. The consensus of opinion is that such a quarrel at the present time is most unseemly.

The opponents of Lord Haldane assert that an intrigue is afoot to restore him to the Government. How unfortunate the incident is is evidenced by the rumours to the effect that if General Von Donop does not resign Mr. Lloyd George will, and if General Von Donop goes Lord Kitchener will resign. The papers emphasise that the strength of the national feeling on the war is shown in the utter collapse of the opposition to the Register Bill, and point out that the nation will not endure rivalries and animosities among its leaders.

AUSTRALIA AND THE WAR.

MELBOURNE, July 10th.

In the House of Representatives, Mr. Andrew Fisher announced the creation of a Minister of Marine, to assist the Minister of Defence. Also the introduction of a National Register Bill, and the appointment of a non-Party Committee, including two representatives from each State, to which questions relating to the war will be referred by the Commonwealth.

BIG FIRE IN BERLIN CHEMICAL WORKS.

AMSTERDAM, July 10th.

A big fire has broken out in the United Chemical Works at Charlottenburg, a suburb of Berlin.

AUSTRO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN ATTACKS ABORTIVE.

ROME, July 10th.

A communiqué mentions that Austrian attacks on various points of the Front have been repulsed.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE NAVY'S STRANGLEHOLD.

H.A.L. DECLARED BANKRUPT.

LONDON, July 10th.

Norwegian papers state that the Hamburg-America Line has made a declaration of bankruptcy.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE ADEN RAID.

LONDON, July 10th.

The Times remarks that the advent of the Turks and Arabs in Aden can be awaited with entire calmness. The only land approach is a narrow isthmus, and an attack by the whole of the Turkish Army could be repelled here. The attacking force, with only field-guns, will probably content itself with a demonstration, though it can harry the tribes in our Protectorate.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PUSHING THE ENEMY BACK.

VIGOROUS RUSSIAN OFFENSIVE.

PETROGRAD, July 10th.

A communiqué says:—Our offensive is extending along the whole region south of Lubin. The enemy continues to retreat, vainly attempting to hold us. We have up to the present taken 15,000 prisoners.

FATAL GERMAN HASTE.

ATTEMPT TO SECURE RUSSIAN RAILWAY FAILS.

PETROGRAD, July 9th.

The front on which the battle to the south of Lubin is now proceeding is practically identical with that from which the Austrian invasion was driven back at the commencement of the war. It begins at Jozefow, on the Vistula, 35 miles due south from the fortress of Ivangorod, passes six miles north of Krasnik, bends southward along the valley of the Bug to the Headquarters on the Zolotolipa, or the Golden Lime Tree River. Sixteen miles of this front, between Jozefow and Urzadzowa, constitute an admirable Russian defensive position in broken, wooded, mountainous country. The Russians now have the advantage of the railways, and are fighting with their backs to a roadless desert. The immediate object of the invaders was to seize the Cholim-Lubin-Ivangorod Railway. It was the Centre outmarching the Wing in anxiety to reach the railways that formed a deep salient, which was badly mauled by the Russian counter-attacks.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMAN ATTACKS REPULSED.

PARIS, July 10th.

6.10 p.m.

To-day's communiqué says:—We repulsed German attacks north of Arras. A German attack on the Perthes and Beauséjour front was caught by our artillery and machine-guns, and dispersed with heavy losses.

FRENCH AIRMEN'S RAID.

PARIS, July 10th.

French aeroplanes bombarded the stations of Arrasville, Bayonneville, and cantonnements, dropping bombs and darts.

BOMBARDMENT OF ARRAS CONTINUES.

PARIS, July 10th.

1.10 a.m.

The evening communiqué says:—The day has been comparatively quiet, there being no infantry action. The enemy continued to bombard Arras with heavy guns. Elsewhere there have been lively artillery actions.

BRITISH EXTEND THEIR GAINS.

ENEMY FALL BACK OVER CANAL.

LONDON, July 9th.

Field-Marshal Sir John French reports that since the 6th and 7th the enemy has made repeated attempts to retake his lost trenches north of Ypres, but all counter-attacks were stopped by the successful co-operation of our own and the French artillery. In the morning, after a bombing duel lasting two days and nights, the enemy fell back along the Canal, or Scheldt, to extend our gains. We captured a machine-gun and three trench-mortars. The enemy's losses were severe, particularly in the attempted counter-attacks.

(Telegram received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.)

LOCAL POLICE FOR THE FRONT.

The following twelve members have passed the medical examination preparatory to leaving for the Front:—

Police Sergeants Spillott, Barnett, Wakeford, Lefevre, and Phillips.
Police Constables Bloor, Drury, Kelly, Nimro, Wilson, Sherton, and Billie.

TYPHOON SIGNAL CHANGES.

The Government Gazette notifies the following alterations in regard to typhoon signals:—

Should the local typhoon signals be hoisted (either red or black) all vessels may raise steam and shift berth.

If black signals are hoisted and barometer falls below 29.60 steamers are to shift to Kowloon Bay as soon as possible. All steam launches to proceed to Chin Wan or Mong Kok Tsai Shelter.

All native craft to proceed to either Mong Kok or Causeway Bay Shelter. Should the typhoon signals be hoisted by night all vessels may proceed to their respective shelters. When the signals are lowered all vessels may return to their respective berths by day.

River steamers lying at their wharves may proceed to Cheung Shu Wan, East of Stonecutters. All steam launches and lighters proceeding to Chin Wan must do so by channels West of Cheung Shu Wan.

RANDOM REFLECTIONS.

The Singapore Government is endeavouring to pass a Bill with the object of achieving something which in Hongkong has been secured by voluntary effort, namely, a Compulsory Training Bill. At a recent meeting of the Council the Bill passed through the Committee stage, but when it came up for the third and final reading was held over to await instructions from the Home Government. Singapore must surely realise its needs in the direction of adequate military protection, but it is obvious from the step which has been taken that the Home Government wish to have a say in the matter. "Compulsory training" may sound extremely aggressive to lovers of liberty, but in these strenuous times the necessary protection, if it cannot be secured in far distant British Colonies by the patriotic spirit of its male inhabitants, must be achieved by the only other alternative, even though compulsion is an ugly word. Taking a general survey of Hongkong, with its Volunteers, Special Reserves, and Police Reserves, one cannot but feel proud at being a member of such a patriotic little Colony. No reflection on Singapore, of course.

The Police Reserves are to be congratulated upon the appearance which they presented in their spotless new white uniforms on the occasion of their first public parade on Friday evening. Some of the men of Faldstafian proportions in the British patrols could not have been distinguished from the real home-made article. Speaking generally, the marching was good and the evolutions were carried out very creditably for such a young corps, while the precision with which the manual exercises were performed left little, if anything, to be desired.

If an equally good exhibition is given at the inspection by Major-General Kelly this evening, the Deputy Superintendent, Mr. F. C. Jenkin, and his officers will have good reason to feel that their efforts have been well rewarded. At the outset the corps was regarded with derision and referred to in terms of the reverse of complimentary, but that, of course, is the kind of encouragement usually accorded to new movements, and if they survive it they give it a stimulus. Even the Volunteer Force was regarded as a fit subject for jeers and sneers for many years until the South African War convinced even the most sceptical of its value. Where should we be now if those who poured their scorn upon it had succeeded in laughing it out of existence? The Police Reserve, well drilled, well-disciplined, and well practiced in musketry, possesses potentialities of usefulness that cannot be disregarded—even by an economical Government. Already, I am told, a healthy spirit of rivalry has sprung up between them and the local Volunteers, and this should make for greater keenness and efficiency all round.

To-day the Civil Government takes over all the duties connected with the regulation of the arrival in and departure of persons from the Colony. The tribute was well-deserved which the Hon. Mr. Hewett paid to the efficient way in which these duties have been hitherto discharged by what His Excellency the Governor described as "a rather complicated organisation" consisting of the Provost Marshal's Staff (who issued permits and passports, and saw that no person, other than Chinese, left the Colony without one), the Naval Authorities (who are responsible for the examination service at the entrances to the harbour), and the Police who assisted generally. The only complaint I have heard—and I have heard it often—has related to the inconvenience transient visitors from ships passing through have been put to by having to attend at the Provost Marshal's Office for the necessary permit to leave the Colony. That, it appears, has now been remedied by sending off special officers to incoming passenger ships to issue these permits. No doubt this very desirable arrangement will be continued by the Police. The Central Police Station, however, is almost as out-of-the-way as Headquarters offices, and the suggestion I have made to the military authorities in this column might be made now to the Police, viz., that it would be more convenient to the general public if the "Pass Office" were in some more easily accessible place—say the City Hall or the old Supreme Court Building.

Many people must have been somewhat staggered to read on Friday morning that the Legislative Council had voted a sum of over seven thousand dollars to enable three German charitable institutions to be carried on in the Colony; but the Governor's explanation must have left everybody satisfied that the Council was doing the right thing in the matter. The vote was passed out of no sympathy or consideration for the Germans who had founded and who largely supported these institutions before the war put a stop to the flow of their benevolence; but it was passed entirely out of sympathy for the inmates of these institutions, which are now under British control. I gather from His Excellency's statement that in the appeal made by the Archbishop of Hongkong the Colony has had to provide a total of something like \$16,000 to enable these institutions to be carried on. It is very doubtful, I think, if much German support will be forthcoming again for institutions established in British Colonies, and the public would be more reconciled to furnishing the cost of maintaining these institutions if they bore names which did not continue to suggest that the funds for their maintenance were still derived from German sources.

The Chinese aviator who rejoices in the name of Tom Gunn should be able to count upon better patronage when he makes his flights at Shatin Valley than the last aviator who visited the Colony received. He was a Russian. At the time China was at "outs" with Russia, and the Chinese public showed how little-minded they can be at times by unanimously agreeing not to see the flights, which under happier political conditions they would have gone out to Shatin in their thousands to witness. Gunn will be the third aviator to visit the Colony with a machine, and now that we are daily being told of the exploits of airmen at the front, the popular interest in the subject ought to make it certain that the crowd going out to witness Gunn's flights will be very much larger even than the crowd which witnessed at Shatin Valley, about five years' ago, the first flight made by an aeroplane in the Colony. The honour of making that flight belongs to a Frenchman—and the exhibition was arranged by German agents!

With Europe such an unattractive place for holiday makers this season, one hoped to see almost the entire stream of the American tourist traffic diverted to the Orient. But singularly enough, we have had fewer American tourists visiting the Far East than for many years past. It is the "round-the-world" trip that appeals so strongly to the average American tourist—getting on a ship at New York and "doing" Europe and Asia and thence Home via San Francisco. The Hamburg-American liners which are usually chartered for these trips are doubtless laid up in some friendly port till the end of the war, and the regular Pacific liners do not seem to have greatly benefited in consequence. The simple fact is that Americans are not going abroad this year. The passport and permit business robs travelling of much of its pleasure. Besides, the Panama-Tourist Agencies are doubtless diverting practically the entire tourist traffic of the season to the great show at San Francisco.

RODERICK RANDOM.

HONGKONG'S WATER SUPPLY.

The monthly water return shows that on the 1st July the storage in the City and Hill District waterworks level amounted to 447.75 million gallons, as compared with 519.19 at the same time last year. The consumption of water in the City and Hill district during June totalled 174.00 million gallons by an estimated population of 281,319 (an average per head per day of 22.3 gallons) as compared with a consumption of 118.34 by an estimated population of 257,719 (an average per head per day of 15.3).

The services to houses in the Rider Main districts were disconnected from the rider mains and the supply was given by street fountains up to the 31st June and an intermittent supply was given by the rider mains in the Rider Main districts from the 20th to the 30th June 1914. There was a constant supply in all districts during June of the present year.

The storage on the 1st July in the Kowloon Waterworks was 330.24 million gallons, compared with 325.56 at the same time last year. The consumption during June reached 33.79 million gallons by an estimated population of 96,500 (an average of 11.6 per head per day) as compared with a consumption of 39.81 by an estimated population of 94,700 an average per head per day of 14 gallons last year.

BURGLARIES AT KOWLOON.

SEVERAL EUROPEANS ROBBED.

An epidemic of burglaries has broken out in Kowloon, and the thieves seem in all cases to have carried out their work cleverly and successfully, leaving but little clue for the police to get to work upon. Mr. Daniels, of 2, Carnarvon Road, has reported to the police that during Thursday night a thief gained access to his rooms by climbing the water spout and, entering the bedroom, stole a small nickel watch, a fob with a gold medal, and a cigarette case. The articles are altogether valued at \$19. From another report it would seem that the burglar went to the rooms of Mr. Fisher, next door, and appropriated a rolled gold watch, worth \$40, and an 18-carat gold lion with seal attached, valued at \$200.

Harb Avenue, a short distance away, also received a visit. Mr. Herron reports that on the same night a burglar got into his premises and took \$40 in notes and a chain with match-box and pencil attached, valued at \$5.

BANK NOTE CIRCULATION.

The returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1915, as certified by the managers of the respective banks was as follows:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$ 6,817,244	\$ 5,000,000
Hongkong and Shanghai Banking Corporation	21,160,000	17,500,000
Mercantile Bank of India, Limited	1,223,930	800,000
Total	\$28,741,224	\$23,300,000

* Sterling securities deposited with the Crown Agents valued at \$1,820,000.

† Securities with the Crown Agents valued at \$68,040.

THE LATEST GAS ATTACK.

VISIT TO VICTIMS.

THE GALLANT DUBLIN FUSILIERS.

Mr. G. Valentine Williams, one of the Press Correspondents at the front, writing from the General Headquarters of the British Expeditionary Force, on May 26th, says:

I am writing this message in the courtyard of one of our casualty clearing stations in the Ypres region. Within 20 yards of me a score of gas patients are lying struggling for breath in a ward, the last batch of the several hundreds of victims sent down to this hospital on Monday as the result of the great German gas attack. Of these 17 are dead; the rest have been sent down to the base.

It was in the half-light of dawn on Monday morning that the Germans delivered their attack. The men on the watch at the parapet saw what they at first took to be the smoke of fires rising at frequent intervals all along the line of the German trenches. A fresh breeze was blowing, and almost before the men could warn their comrades, many of whom were sleeping, the fumes were upon them in an immense wall of vapour forty feet high, with gaps of about a yard at frequent intervals. All the men had respirators, but not all were effective.

As survivors explained to me in strained and broken voices in the hospital to-day, in many cases the men were asleep in their dug-outs, and were literally asphyxiated by the stifling fumes in their sleep. In some cases the respirators had been carried about on the men's caps or in their pockets for weeks, and were dry and useless when put to the test.

Some Battalion Commanders after the Germans sprang the gas surprise on our troops and the French at Ypres on April 25th had initiated a "respirator drill," had given their men the most stringent instructions about keeping their respirators pads moistened, and had shown them exactly how the respirators were to be worn. These battalions escaped practically unscathed. Careless as the British soldier is, some men when warned on Monday morning to adjust their respirators did so negligently, so that mouth and nostrils were not protected, and they were overwhelmed the moment the fumes reached their trench.

"I WAS STRANGLING."

Private Frank O'Brien, of the Dublin Fusiliers, one of the men gassed, whom I found convalescent in the "gas ward" of this casualty clearing station this afternoon, gave me a dramatic account of his experience. "I had my respirator on," he said, "but the gas came full at me the way I couldn't see or breathe. I went all weak. We couldn't hold the trench at all. We had to fall back. I was staggering down the road, just strangling."

"There was one of our police there. He stopped me. 'Get back to your trench,' he says, 'or I'll shoot you.' I was that weak by this that I went down there in the dust at his feet. When he saw I was dead he leant down to me and, fair strangling as I was, I just begged him to shoot me. But he says, 'I see how it is with you. You're a brave lad and we'll get you to the ambulance.'"

Private O'Brien was not the only man that prayed that day that his life might be ended. For four and a half hours the Germans poured out dense fumes of their deadly gas which, fanned by the brisk north-easterly breeze, spread over an area of six miles beyond Ypres. Even the few patrols and passers-by in ruined Ypres were forced to wear respirators, so dense were the fumes in the stricken city three miles from the firing-line.

The doctors at this casualty clearing station from which I write tell a terrible story of the awful scenes witnessed all day Monday, the day the men were gassed. It was seven o'clock or even earlier on a perfect summer morning that the first victims arrived, strangling, vomiting, straining after breath.

"It would have brought the tears to your eyes," the doctors say, "to see these splendid men, great, brawny fellows many of them, tearing at their throats, rending their tunics, screaming to us in hoarse, rattling voices to put them out of their misery. Many were in a semi-comatose state, and as fast as we laid them down on their stretchers in the great ward here on the ground floor with all the windows wide open to let in the air, they slipped down from the pillows propping them up and began to strangle. It took us all our time to go from stretcher to stretcher to prop them up again."

STAGES OF GAS-POISONING.

For twenty-four hours the devoted doctors worked on the patients. The victims kept moaning in, filling the dusty courtyard of the old schoolhouse in which the hospital is installed and the "gas ward" with their screeching coughs, their wheezing groans, and their straining gasps. But we know more about the gas than we did. The respirators and the treatment adopted in the hospitals have combined to reduce the mortality in hospital, though it is to be feared that many men were left dead on the field, killed outright by the fumes. Whereas of the first 20 victims brought to this casualty station in April 14 died, only 17 deaths occurred in the cases brought in after the gassing of Monday last.

The gas victims, so the doctors tell me, go through three stages. They are brought in in a state of acute asphyxiation, their lungs filled with the secretion produced by the gas fumes, and as their lungs begin to clear they fall into the quiet stage in which their struggles abate somewhat and they lie exhausted, often half-unconscious, taking very rapid breaths, sometimes as many as 60 or 70 to the minute instead of the 18 or 20 of the normal man. The third stage is acute bronchitis, from which the patient sometimes dies if he has escaped death by asphyxiation. In some cases the patient's mind is affected by the shock.

Though there were only a score of cases under treatment there, most of them approaching convalescence, the "gas ward" of this hospital was a pitiable sight when

I visited it to-day. The men were lying on stretchers round the room—a spacious place with whitewashed walls, a severe-looking clock, and some odd religious prints. The noise of their laboured breathing, whinnying coughs, and bronchial spasms filled the air. Neat nurses and orderlies went from stretcher to stretcher, lifting up the patients or administering to them oxygen from the familiar long iron cylinders through a white cannula funnel.

There men were pointed out to me as serious cases. They lay on their sides with blackening faces, coughing, coughing all the time, clawing their coverlets with their hands. Splendid specimens of the manhood of Great Britain's four kingdoms many of them were; and if the men of Dublin could have seen some of their fellow-countrymen of the Dublin Fusiliers living through their hours of torment I believe they would instantly seize the only means of revenge at their disposal and enlist. I spoke to Private Kyme, of the Yorks, who was brought to the hospital almost at the last gasp, but he is on the road to recovery.

As I looked at the victims lying in their pain I remembered that this gas attack took place on Whit-Monday, when the men who stayed at home in England were merry-making. The comparison made one reflect.

IKON FOR STRICKEN KING.

BROUGHT FROM SHRINE BY DESTROYER.

In connection with the recent serious illness of the King of Greece, a correspondent wrote from Athens:

Athens is passing through a day of such religious excitement, one might almost say frenzy, as has not been seen for a long time. The sacred wonder-working ikon of the Blessed Virgin, believed to have been painted by St. Luke, was brought to-day from the island shrine at Tinos, near Psarra, to the bedside of the King in the hope that it may effect the cure of his grave attack.

The image was, as the result of a dream, found buried in 1823; and twice a year it is visited by large pilgrimages of the sick, who crawl on hands and knees from the harbour to its sanctuary. It has never before been brought to a royal sick-bed, and frantic scenes of devotion occurred on its journey through the Piræus to Athens. It was reverently landed from the destroyer which had fetched it.

The holy ikon, which is covered with embossed silver work to hide the scars caused by the Turks, who once tried to burn it, was carried on the knee of the Archbishop in full canonicals, seated in a motor-car along the seven-mile road to Athens. The car was surrounded by a dense and frantic crowd, chiefly composed of men.

RUSH FOR THE RELIC.

When this excited throng of fierce, fatigued, and perspiring devotees, thrusting back the police, forced their way into the already closely packed square in front of the cathedral a dangerous riot nearly occurred. Finally the Archbishop was lifted off his feet and literally carried into the cathedral.

I have never seen so strange a religious spectacle as at that moment. Women and men shrieked with emotion, fell on their knees, crossed themselves repeatedly, then rose and rushed forward in an attempt to kiss the relic. The police fought vigorously to keep back the worshippers. After great efforts it was possible to carry it into the sanctuary and close the brass gates. Later, when the excitement had lessened, the ikon was carried in procession to the palace. The Ministers were all there awaiting it. The Crown Prince and the higher officials of the court met it at the palace gates. Many of the vast crowd knelt and wept aloud. At last the ikon passed out of sight into the closely guarded palace and the Archbishop held it to the lips of the sick King.

GERMAN DRUGS.

SALES FAILING OFF OWING TO ENGLISH SUBSTITUTES.

Good progress is being made, says a London paper, with the manufacture and sale of the English equivalents for sanetogen and formant, the German-made medicines which are now being produced at an English factory under Government supervision. The profits are held in reserve by the Board of Trade until after the war. "We know exactly how these articles are made," Sir Jesse Boag told a newspaper representative. "So far as the substitute for sanetogen is concerned, it is merely a matter of getting extra machinery installed. This is being done as quickly as possible. Meanwhile we are selling as much as we can make, and there cannot be any doubt that the sales of the German article are falling off heavily. At present the substitute, Regesan Nerve Tonic Food, does not look so fine as sanetogen, but it is not quite so readily soluble in water, but we are on the track of securing perfection in these respects. Milk is the basic compound of the German production, and we have obtained the exclusive services of a great authority on milk products to superintend the manufacture of the English article. In six or eight weeks' time it will be perfect."

"If the idea of the Board of Trade is to hand the profits on sanetogen to the German proprietor, Johannes von Wulffing, at the end of the war, surely those profits ought to be very heavily taxed. They represent English money."

The makers of Sanophos, another equivalent for sanetogen, also stated that their sales were rapidly increasing.

INSURANCE ON THE KILLED.

Industrial life assurance offices, down to the middle of May had to pay 25,654 claims in respect of soldiers killed in the war, the total being £503,295.

The "life" offices claiming in respect of officers killed totalled £2,100,000.

BACK FROM BERLIN.

LADY'S ACCOUNT OF LIFE THERE.

VENICE TO BE CAPTURED.

A Swiss lady who left Berlin in the middle of May writes as follows:

PARIS, May 20.

When I left Berlin early this week everyone was full of the approaching capture of Milan and Venice. The Berliners had made up their mind that war with Italy was inevitable, and their hatred for the Italians exceeded even that which they have for the English.

Apart from the fact that the city is shutting up earlier than usual, Berlin is just as gay as ever I have known it, and at places of entertainment any reference to Italy is greeted with as hostile cries as are directed against England.

"Russia is practically finished," said a wounded officer of high rank to me on the morning I left for Switzerland. "Von Hindenburg has not been so quick as we expected, but the Russians are absolutely and entirely annihilated for this year. They have no ammunition, and their troops are demoralised in consequence. Therefore a war with Italy is not worrying us at all."

Last week the American Note was received, and some of my American friends were very nervous at the changed attitude of the Berliners. A great many Americans have left Germany, knowing that in the event of war they would be immediately interned and that in the case of grave friction, as is expected, their position would be very unpleasant.

Two chief differences I noticed of late in the streets of Berlin. One was the increase in the number of wounded. Whereas two or three months ago one saw them in twos and threes, one now finds them in groups. The other difference is the vast number of people wearing the Iron Cross, chiefly that of the second order, which is worn in the buttonhole, whereas that of the first rank is worn across the heart. The Germans know nothing of foreigners' amused contempt for this lavishly distributed decoration, and if they did it would make no difference to them, they are so completely satisfied that everything German is best.

KAISER OF EUROPE.

I also observed chalked on the walls in one or two places words which, translated, mean "William, the First Kaiser of all Europe for August." That, indeed, is the spirit of the people. French and English friends I met this morning in Paris were disappointed when I told them the truth, but I must tell them the truth. There is absolute and unanimous confidence among all the Germans I met.

While I was in Berlin I was driven out by friends to call upon some people who are interned at the camp at Rühlben. Rühlben is an old recreation, and except for the extreme boredom experienced there is nothing to complain of in the treatment of the interned civilian prisoners. I noticed some English playing football while I was there. Until I went I was under the impression that our party would be allowed to talk freely, but this was not the case, as the whole time we were in conversation with our interned friends officials was standing near enough to listen.

My conversation was confined to family matters, but in the course of remarks I learned to my astonishment that the prisoners at Rühlben know absolutely nothing at all of the news of the outside world. Such happenings as the coming war with Italy and the sinking of the *Lusitania* were quite unknown to them.

A friend of mine told me something about one of the prisoners, officers who are kept in captivity as the result of the English treatment of German submarine prisoners, and it was not pleasant hearing. The officer in question is treated practically as a convict and is in absolute solitude. As far as I could learn he has two hours a day in the open air and for the rest he is only allowed to pace a little passage outside his cell. The Germans were extremely indignant at the English treatment of submarine prisoners, and I am sure will relax no restrictions until that treatment is altered.

PLENTY OF MEN ABOUT.

There still seemed to be abundance of men in Berlin. In the cheaper hotels men waiters have been entirely replaced by women, but in the larger establishments I was considerably surprised to find that men are still engaged, and apparently men of military age, who have not yet been called to the colours.

Food generally is quite cheap, with the exception of meat, and my German women friends grumbled bitterly at the increased expenditure shown in their housekeeping books. Bacon is now at a prohibitive price, and even the commoner parts of beef are three francs (2s. 6d.) a lb.

Please do not think that my observations apply to all parts of Germany and all classes. I can only tell you that during my stay in Berlin, where, owing to my intimate knowledge of the language and my Swiss nationality, I was able to converse freely, I never heard any person express a doubt as to the ultimate issue of the war—Calais on the west, Venice to the south, Warsaw to the east.

The Germans are in an extremely exuberant frame of mind, as they always are, and I did not air my pro-English and pro-French views very freely, and even when I expressed them at all I did so only among intimate women friends. The general impression in the circle in which I moved was that England will see for peace some time early next year. She is considered to have begun an impossible task in the Dardanelles, and neither her soldiers nor those of France are thought to be in any way a match for the Germans.

German housewives, always the most frugal of women, always loving to make soup out of a little bacon, potato peelings, and cabbage, can now indulge in economy to their hearts' content. Formerly they saved as a matter of fact, now they do so with a kind of exuberant patriotism. Even children realise that economy is a joyous sacrifice in the cause of the Fatherland. Berlin, never a pretty city, is, however, at its best now, wearing its early autumn foliage. The city is so much farther from the war than Paris or London that the conflict is really a thing apart from the Berliners. Were it not that every child all his life looks forward to being a soldier, and that every man is or has been a soldier, I do not think they would take any more interest in the struggle than the English do. What struck me when I left London some weeks ago was that the average English woman had no idea of that, which is so thoroughly understood in Paris—that this war between the various nations is a war of extermination.

SHIPPING IN PORT.

STEAMERS.

CHINHUA, British str., 1,336, Sidford, 8th July—Manila 8th July, General.—Butterfield & Swire.
OROFF MARU, Japanese str., 1,602, S. Oro, 7th July—Karatsu 30th June, Coal.—Mitsui Bussan Kaisha.
CYGLOS, British str., 5,763, D. Arthur, 9th July—Shanghai 6th July, General.—Butterfield & Swire.
DAIWIN MARU, Japanese str., 740, K. Murakami, 8th July—Swatow 7th July, General.—Osaka Shosun Kaisha.
DAIMONMARU MARU, Japanese str., 1,133, Tanaka, 7th July—Taiguan 2nd July, General.—Order.
DRUWAL, Norwegian str., 1,102, F. Bing, 8th July—Bangkok 25th June, General and Coal.—Chinese.
FOOLER, Chinese str., 1,378, B. Imgooku, 7th July—Bangkok 1st July, Rice and General.—Chinese.
FOOCHOW, British str., 1,228, Owen, 4th July—Wakamatsu 20th June, Coal.—Butterfield & Swire.
HEIYO MARU, Japanese str., 2,297, Nakamura, 7th July—Mitsui 1st July, Coal.—Mitsui Bussan Kaisha.
HONGKONG, French str., 742, A. Marguerite, 3rd July—Hollow 2nd July General.—A. R. Marty.
IYO MARU, Japanese str., 3,601, K. Okosaka, 5th July—Mojji 27th June, General.—Order.
KAWANGLER, Chinese str., 1,468, McArthur, 7th July—Shanghai 4th July, General.—Chinese.
LAISANG, British str., 2,224, Mooney, 3rd July—Kobe 27th June, General.—Jardine, Matheson & Co.
MAUSANG, British str., 1,64, G. H. Alcock, 29th June—Sandakan 23rd June, General.—Jardine, Matheson & Co.
MEXICO CITY, British str., 3,179, N. A. Starkey, 7th July—Saigon 3rd July, Rice.—Chinese.
NIOMIEMARU, Japanese str., 1,400, S. Suzuki, 8th July—Tournane, General.—Order.
NIPPON MARU, Japanese str., 2,954, A. G. Stevens, 5th July—San Francisco 2nd June, General.—Toyo Kisen Kaisha.
PHUYEN, French str., 1,208, Ribault, 5th July—Saigon 1st July, Rice.—Bradley & Co.
QUARTTA, British str., 2,400, G. Hooker, 7th July—Bangkok 1st July, Rice.—Butterfield & Swire.
SHINKOKU MARU, Japanese str., 3,308, A. Ayabe, 7th July—Sydney, Coal.—Order.
TUNGSHAN, British str., 2,279, Muir, 7th July—Chingwantao 30th June, Coal.—Dodwell & Co.
TYREMBANG, Dutch str., 8,013, N. V. Wijk Jurriaans, 5th July—Java, 29th June, Sugar.—Java China Japan Lijn.
TULIOWANG, Dutch str., 3,061, A. Oldenburger, 5th July—Manila 2nd July, Sugar and General.—Java China Japan Lijn.
TOKYO MARU, Japanese str., 2,294, J. Nakamura, 3rd July—Mojji 25th June, Coal.—Mitsui Bishi Goshi Kaisha.
WAKAMATSU MARU, Japanese str., 1,722, Yamataka, 6th July—Wakamatsu 30th July, Coal.—Mitsui Bussan Kaisha.
WINGSONG, British str., 1,987, Lishman, 5th July—Hongkong 3rd July, Coal.—Jardine, Matheson & Co.

FORTHCOMING EVENTS.

TO-DAY.

Noon—Hongkong General Chamber of Commerce Extraordinary General Meeting in the Chamber of Commerce Room, New Government Building.
Tuesday, 20th July—
Noon—Hongkong Jockey Club Extraordinary General Meeting.

THE NEW FRENCH REMEDY.

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From Hongkong: 25th August, "MADAWASKA" 25th August. For Rates of Freight apply to

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UNITED KINGDOM AND CONTINENT.

For Steamer Sails. MARSEILLES & LONDON ... "CITY OF RANGOON" ... On 26th July. LONDON ... "KANDAHAR" ... On 26th August.

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Hongkong, 9th July, 1915. [303]

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SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Sails for Australia.
"TAIYUAN" ...	...	14th July.
"CHANGSHA" ...	21st August.	26th August.

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STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP ...	—	in port	JAVA	10th July.
TJIKEMBANG ...	—	in port	SHANGHAI	12th July.
TJILIWONG ...	—	in port	JAVA	15th July.
TJIBODAS ...	JAVA	15th July.	JAPAN	22nd July.
TJIMANOEK ...	JAVA	18th July.	—	—

* Wireless Telegraphy.

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Hongkong, 3rd July, 1914. [696]

ON SALE

A TABLE OF THE

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For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 38 years, from 1874 to 1902.

PRICE ... \$3 CASE.

To be obtained from Messrs. KELLY & WALSH, LTD., Messrs. BREWSTER & CO., or from the Printers and Publishers, the "H

SHIPPING

ARRIVALS.

CASSIS, British str., 3,000, P. A. Robinson, 9th July—Tsingtau 2nd July, Ballast—Asiatic Petroleum Co.
 HAICHING, British str., 1,205, Passmore, 10th July—Swatow 9th July, General—Douglas Lapsack & Co.
 HUE, French str., 730, A. Cornilissen, 9th July—Kwang Chow 8th July, General—A. R. Marty.
 KETUO MARU, Japanese str., 1,150, Imazumi, 10th July—Haiphong 9th July, General—Osaka Shosen Kaisha.
 LUCHOW, British str., from Canton.
 SINGAPORE, British str., 1,910, C. C. Williams, 9th July—Shanghai 6th July, General—Butterfield & Swire.
 PHRA NANG, British str., 1,102, Flashman, 10th July—Saigon 6th July, Rice—Order.
 TACHIO MARU, Japanese str., 3,830, J. Hamada, 10th July—Manila 8th July, General—Osaka Shosen Kaisha.
 TAIYUAN, British str., 2,000, P. W. Grieson, 10th July—Melbourne 5th June, General—Butterfield & Swire.
 TANSAN MARU, Jap. str., from Canton.

DEPARTURES.

July 10th.
 HARATA MARU, Jap. str., for Singapore.
 HANOI, French str., for Haiphong.
 KIYO MARU, Japanese str., for Japan.
 SINGAPORE, British str., for Canton.
 SINGAPORE, British str., for Swatow.
 TACHIO MARU, Japanese str., for Japan.
 TAIYUAN, British str., for Haiphong.
 YUESSANG, British str., for Manila.
 July 11th.
 CHUSHING, British str., for Tientsin.
 CYCLOS, British str., for Singapore.
 DEYAWONGSE, British str., for Saigon.
 FOOSHONG, British str., for Haiphong.
 FOOSHONG, British str., from Canton.
 LUCHOW, British str., for Shanghai.
 PHUYEN, French str., for Saigon.

SHIPPING REPORT.

The British str. *Sinkiang* reports: Fine weather and southerly swell throughout.

PASSENGERS.

ARRIVED.
 Per *Sinkiang*, from Shanghai, Mr. and Mrs. C. Reed, Mr. Horne, Mr. Lawson, Mr. Kew.
 EXPECTED.
 Per *Suwa Maru*, from London, for Hongkong, Dr. and Mrs. Jordan, Mr. and Mrs. A. J. Basto and four children, Mrs. Breeds, Mrs. G. Weiss, Mr. and Mrs. Porter and two children, Mr. A. E. Darn, Miss A. Conyn, Mr. Z. Kabschkin, Mr. Matsumoto, Mr. A. Aoki, Mr. T. Aoki, Mr. H. L. Moss, Mr. and Mrs. Barclay, Master Barclay, Miss A. E. Jordan, Mr. M. Takahashi, Mr. Hobata, Mr. and Mrs. F. Gates, Mr. R. Mitsuda, Mr. K. Sambo, and Mr. Y. Sasaki.

VESSELS EXPECTED.

AUSTRALIAN MAIL.
 The str. *Eastern* left Sydney for this port (via Queensland ports, Port Darwin, and Manila) on 23rd inst., and may be expected to arrive here on or about 15th July.

MERCHANT STEAMER.

The str. *Sangala* sailed from Calcutta on the 1st July, and may be expected here on or about the 15th inst.

INDO-CHINA LINE.

Namsang, from Calcutta, is due in Hongkong 20th July.

SHIRE LINE, LIMITED.

Nadnorshire, from London, is due in Hongkong to-day.

INDRA LINE.

Indrasamha, from Vladivostok, is due in Hongkong end of July.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 11th.

	Previous Day	On Day	On Day
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.81	29.83	29.80
Temperature	86	81	82
Humidity	86	81	82
Wind Direction	South	SW	South
Force	3	2	2
Weather	0	0	0
Rain	0	0.01	0

Highest open air Temperature on 10th... 86
 Lowest open air Temperature on 10th... 82

HONGKONG TIDE TABLE.

From 12th to 18th July.

Days of Week	Day of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Mon.	12	10 32	7 3	1 55	3 3
Tues.	13	10 53	7 7	4 18	0 3
Wed.	14	11 26	7 7	5 26	3 2
Thurs.	15	11 50	7 5	4 37	0 2
Fri.	16	12 10	7 3	5 13	0 3
Satur.	17	12 39	7 0	6 25	2 9
Sun.	18	1 10	6 4	7 41	1 4

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	1	J. T. Jeffery	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON VIA USUAL PORTS OF CALL	KASHGAR	Brit. str.	1	A. N. Rivers, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
MARSEILLES VIA PORTS	KAMO MARU	Jap. str.	1	Shimizu	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
MARSEILLES VIA PORTS	V. CLOUTAT	Frenc. str.	1		MESSAGERIES MARITIMES	On 17th inst.
VICTORIA & TACOMA VIA KHEUNG, & S' HAI B.C.	CITY OF RANGOON	Brit. str.	1	T. Hamada	THE BANK LINE, LIMITED	On 26th inst.
VICTORIA & TACOMA VIA KHEUNG, & S' HAI B.C.	TACOMA MARU	Jap. str.	1	K. Asakawa	OSAKA SHOSHUN KAISHA	On 15th inst., at 3 p.m.
NEW YORK BOSTON VIA SUEZ CANAL	SADO MARU	Jap. str.	1	E. T. Jones	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
GENOA LONDON AND HULL	ROBERTSON CASTLE	Brit. str.	1		DODWELL & Co., Ltd.	About 15th inst.
SEATTLE	CHENYUEN	Brit. str.	1		SHAW, TOMES & Co.	About 19th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SHIMIZU MARU	Jap. str.	1		JARDINE, MATHESON & Co., Ltd.	About End of July.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MONGOLIA	Jap. str.	1	A. G. Stevens	TOYO KAISEN KAISHA	To-morrow, at 10.30 a.m.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	SHIMO MARU	Jap. str.	1	Emery Rice	PACIFIC MAIL S.S. CO.	On 20th inst., at Noon.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	SHINYO MARU	Jap. str.	1	Filmer	TOYO KAISEN KAISHA	On 27th inst., at Noon.
AUSTRALIAN PORTS	PERSEA	Aus. str.	1	P. W. Grieson	PACIFIC MAIL S.S. CO.	On 2nd Aug., at Noon.
AUSTRALIAN PORTS	GUJARAT	Brit. str.	1	Takeda	THE BANK LINE, LIMITED	To-morrow.
AUSTRALIAN PORTS	TAIYUAN	Jap. str.	1		BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS	NIRKO MARU	Jap. str.	1		GIBB, LIVINGSTON & Co.	On 22nd inst., at 11 a.m.
AUSTRALIAN PORTS	PHIPPS	Brit. str.	1		YAMAUCHI & Co., Ltd.	On 19th inst.
KOBE & YOKOHAMA	YUENHAI	Dut. str.	1	Kurokami	NIPPON YUSEN KAISHA	On 15th inst., at 10 a.m.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	1	Tomihaga	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
KOBE & YOKOHAMA	HYACINTH MARU	Brit. str.	1	Shane	MESSAGERIES MARITIMES	On 15th inst.
WEIHAIWEI & TIENTSIN	RUGHOW	Frenc. str.	1		JAVA-CHINA-JAPAN LINE	To-day.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIAN	Brit. str.	1		NIPPON YUSEN KAISHA	To-morrow, at 10 a.m.
SHANGHAI	TIENHANG	Dut. str.	1	Marai	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SUWA MARU	Jap. str.	1	E. J. Jones	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI	SINKIANG	Brit. str.	1	A. L. Valentini	P. & O. S. N. Co.	About 16th inst.
SHANGHAI	YINGCHOW	Brit. str.	1	Sponcor Wilde	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 11 a.m.
SHANGHAI	ORIENTAL	Brit. str.	1		NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI, MOJI & KOBE	HANGANG	Brit. str.	1	Milne, R.N.R.	DAVID SASSON & Co., Ltd.	About 25th Aug.
SHANGHAI, MOJI & KOBE	KANAKURA MARU	Jap. str.	1		OSAKA SHOSHUN KAISHA	On 21st inst., at 10 a.m.
SHANGHAI, MOJI & KOBE	BANGOLA	Brit. str.	1	D. Ashbury	DOUGLAS LAFRAIR & Co.	To-morrow, at 2.30 p.m.
SHANGHAI, MOJI & KOBE	NORH	Brit. str.	1	A. Kobayashi	DOUGLAS LAFRAIR & Co.	On 16th inst., at 2.30 p.m.
SHANGHAI, MOJI & KOBE	SOBYU MARU	Jap. str.	1	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 20th inst., at 2.30 p.m.
SWATOW, AMOY & FOOSHONG	HAICHING	Brit. str.	1	A. H. Stewart	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SWATOW, AMOY & FOOSHONG	HAICHING	Brit. str.	1	J. W. Evans	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SWATOW, AMOY & FOOSHONG	HAICHING	Brit. str.	1	Cowin	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 5 p.m.
SWATOW, AMOY & FOOSHONG	FOOSHONG	Brit. str.	1	S. H. Lishman	OSAKA SHOSHUN KAISHA	On 15th inst., at Noon.
SWATOW, AMOY & FOOSHONG	CHINGHUA	Brit. str.	1	K. Murakami	JARDINE, MATHESON & Co., Ltd.	On 22nd inst.
SWATOW, AMOY & FOOSHONG	WINGSANG	Brit. str.	1	E. J. Todd	THE BANK LINE, LTD.	To-morrow, at 5 p.m.
SWATOW, AMOY & FOOSHONG	TAMING	Brit. str.	1	B. A. Matthews	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SWATOW, AMOY & FOOSHONG	YUENHAI	Brit. str.	1	Imazumi	OSAKA SHOSHUN KAISHA	To-morrow, at 10 a.m.
SWATOW, AMOY & FOOSHONG	DAIYIN MARU	Jap. str.	1	J. B. Evans	BUTTERFIELD & SWIRE	On 15th inst., at 10 a.m.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	JINSHI MARU	Jap. str.	1			
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit. str.	1			
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	MAIYASKA	Brit. str.	1			
SANDAKAN	MAIYANG	Brit. str.	1			
HAIPHONG	KEIO MARU	Jap. str.	1			
HAIPHONG	KAIYONG	Brit. str.	1			

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FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tuesday, 13th July, Noon
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MANILA	"WINGSANG"	Saturday, 17th July, 3 p.m.
SHANGHAI	"HANGSANG"	Sunday, 18th July, D'light
MANILA	"TUENSANG"	Saturday, 24th July, 3 p.m.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NAMSANG" and "FOOSHONG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time completed 30 days. This service is supplemented by the "YUENHAI," "KUTSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time completed 6 days.
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 KOREA... Sailing TUESDAY, 10th Aug., at 1 p.m.
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 Hongkong, 6th July, 1915. 1335

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, BOMBAY, AUSTRALIA, ADEEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR PERSIAN GULF, BATAVIA, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SARDINIA,"
 Captain J. T. Jeffery, carrying His Majesty's Mails, will be despatched from this port on SATURDAY, the 17th July, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MONGOLIA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KHIVA," due in London on the 29th August, 1915.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to J. A. HEWETT, Superintendent.
 Hongkong, 3rd July, 1915. [1]

GLEN LINE (MCGREGOR, GOW & Co.), LIMITED.

For GENOA, LONDON AND HULL.

THE Steamship

"GLENHURST,"
 Captain F. T. Jones, will be despatched for the above ports on or about the 19th July, 1915. For freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.
 Hongkong, 6th July, 1915. [128]

For SEATTLE.

THE s.s. "SHINSEI MARU" will be despatched about the end of July. For Freight and particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 30th June, 1915. [671]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KASHGAR,"
 Arrived Hongkong on 5th July, 1915, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
 From London, &c., ex s.s. "Malwa,"
 From Persian Gulf, ex s.s. B. I. S. N., and B. & P. S. N. Co.'s Steamers.
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
 E. A. HEWETT, Superintendent.
 Hongkong, 6th July, 1915. [1]

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OR

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